12 A. VILLAGE CENTER PLANS

Each of the three planned village centers is unique. Each village center can be differentiated by factors such as soil type, potential for water and sewer service, access, location, appeal, etc. The purpose of this chapter is to set forth concepts which are desirable in the village centers; recognize the assets and limitations of each village center; and create a plan and a set of guidelines for the development of each village. The village center plans and guidelines will be utilized to establish land use, density, and boundaries. These should insure that development is contained within the village boundaries and that development is consistent with the vision of how our villages should look and function. This plan also addresses the impacts of development and sets forth a number of issues such as school and traffic impacts, which must be considered part of any development proposal.

VILLAGE CENTER CONCEPTS

1. Pedestrian orientation.
2. Safe, attractive and convenient streets and paths.
3. Interconnected neighborhood streets and regional transportation networks.
4. Parks and open space.
5. Neighborhood centers.
6. Mixture of land uses.
7. Mixture of housing types and affordability.
8. Redevelopment rather than abandonment.
9. Site planning that respects terrain.
10. Clear edges between the rural areas and the built environment.
11. Protection of prime agricultural soils and environmentally sensitive features.
12. Conformance with Master Water and Sewer Plan.

To maximize the benefits of villages to the County, the concepts listed above should be required, where appropriate, of development proposals located within the village centers.

Introduction

Village centers ideally should have the ingredients which historically gave rise to small towns. They are located at a fork between two well traveled roads, surrounded by older farms and new residential developments. A new village should be based on the best qualities of traditional towns and villages. They should include a wide range of house types, shops, and civic buildings arranged on small-scaled, pedestrian-friendly streets and squares. Village Centers in Culpeper County should provide an alternative to the strip mall and suburban sprawl forms of development.

General Notes for Neighborhoods

Village centers will concentrate new small-scale commercial and residential development into a pedestrian friendly, mixed-use neighborhood. The character of this development will follow the patterns of the best aspects of Piedmont towns and consist

of a close-knit pattern of varying sized lots, mixed-uses, interconnected streets and neighborhoods that promote walkways and bike paths.

These guidelines promote the integration of appropriately scaled businesses and residences to increase the convenience and facilitate pedestrian activities within the village.

By allowing compact, well-defined village scale development, village centers can reduce the pressure to develop surrounding ecologically sensitive, economically viable, and historically valuable rural and agricultural areas, without discouraging new residential and commercial growth in the region. In addition, village scale development accommodates needed types of housing such as for the elderly.

Village design should specifically provide a definitive area of open space or buffer to set it apart from surrounding uses. This should be particularly required of development in agricultural areas.

Village centers are supported as an alternative to suburban sprawl style development, with large lots and single uses, which consumes open space, drives up the costs of housing and municipal services, and requires that all local trips be made by car.

Compact development with mixed-use buildings will increase the vitality of village centers.

Variety of Uses

Mixing uses is required in village centers. Compatible uses may be located in adjacent or nearby buildings. Also, a single building may contain more than one type of activity. Residential dwellings or offices over commercial businesses can increase the vitality of the village center. Combined and adjacent uses should be compatible in terms of size, traffic generated and hours of use.

A closely mixed variety of uses is traditional in Piedmont towns and provides residents with stores and services available near their homes. By contrast, a single use commercial district encourages large scale strip development with car-only access and large parking lots.

Buildings designed to accommodate a variety of uses are more adaptable and can have a longer useful life.

Residences over stores contribute to a lively village center and increase the safety and the appeal of evening use. Parking lots can service more than one business if the schedules of use do not overlap, thus reducing overall parking loads. A mix of single-family and multi-family houses increases affordability within a neighborhood and supports a variety of family structures.

Public Open Space

A new community benefits from accessible facilities and shared public parks. Parks provide a focus for new neighborhoods and can serve to unite new and older communities.

Public open space should come in several different forms: major open space, neighborhood parks, recreational greens, community greens, plazas, etc. Public open spaces should be visible and accessible from public streets. Unusable or residual green space, private lots and parcels, and roadways, etc. do not qualify as public open space.

Major open space is defined as 10 acres or more of land left in a natural or uncultivated state. This land should be made accessible with walking paths within walking distance of the majority of homes. Active farm land is also a community asset and should be protected.

Neighborhood parks may include small open greens, with paths, seating, ornamental gardens, or a tot lot playground and should be provided for every 30, or fewer houses.

Recreational greens or playing fields - baseball diamonds, soccer fields, tennis courts or other play spaces - should be provided for each 100 houses.

Village areas which include a majority of commercial and business uses should incorporate public open space in the form of a community green or landscaped plaza.

Street Widths

The paved portion of streets should be village scale, narrower than prevailing standards. New streets within the village should be designed for relatively slow speeds. Corner radii should be shorter as an additional traffic calming technique.

Street widths and profiles should be different in the Village Center; on residential streets, in flat areas and on sloped terrain.

Streets designed for slower moving traffic are safer and encourage walking and the use of the street as shared space.

Wide streets encourage higher speed travel endangering pedestrians and cyclists and should be avoided.

Street Trees

Streets in the village should be lined with trees. Existing trees should be preserved and incorporated in standard planning objectives.

On commercial streets, indigenous species with broad canopies should be planted to create a continuous canopy. Street trees provide summer shade and reduce heat build up from asphalt. They create pleasant walking spaces for pedestrians.

Street trees should be planted at regular intervals of no more than 30 feet. Existing mature trees should be preserved with to serve as street trees or to shade public plazas or parks.

Parking Lots in Village Centers

Parking lots should be located to the rear of buildings or, if that is not possible, to the side with the lot screened from the street by a fence, low wall, or hedge.

The paved area of a site should be no more than necessary to efficiently accommodate the required numbers of parking spaces. Peak demand use should be accommodated with additional unpaved areas.

Large parking lots should include one tree for every 8 spaces. An area of at least 8 feet should remain unpaved and un-compacted around each tree to allow it to maximize its health and longevity.

Clearly delineated pedestrian pathways should be provided for crossing parking lots.

Large, open parking lots destroy the continuity and scale of the pedestrian environment. Parking in front of buildings (except on the curb) disrupts the safe walking space of the pass-by pedestrian.

Signage

Directional, informational and safety signs should be designed, grouped and organized so as to be recognizable, legible, appropriate and uncluttered in appearance.

Business signs should be designed to enhance the architectural character of the village. Business signs should be attached to buildings, porches, or fencing while free standing signs are discouraged.

Awning signs are encouraged.

A variety of business and commercial signs can contribute to a vital and interesting streetscape and the unique character of the village theme.

A cluster of different and competing signs in a single location creates confusions and can distract from the display of merchandise.

Trademark Buildings

Trademark buildings are strongly discouraged in village centers. Buildings with forms that constitute an advertising icon are designed to look the same everywhere in the country and they detract from a cohesive and distinctive identity for the village. Rather, buildings housing national chain retailers should be constructed with appropriate materials such as brick, rock, or stone, and designed as environmentally friendly.

Iconographic imagery should be limited to signage and should conform to signage guidelines.

Small, separated and setback buildings surrounded by parking lots are incompatible with the village spatial character and functionality that these guidelines are intended to encourage. In particular, retail space should be focused on the curbside streetscape.

VILLAGE CENTER DEVELOPMENT CONCEPTS

Variety of Lot Sizes

- Variations in lot sizes and frontage dimensions are encouraged for detached dwellings. Frontages for detached houses should be narrow, to encourage pedestrian use of sidewalks and alternative modes of transportation.

- Rear alleys are recommended to provide service lots as narrow as 50 feet.

- The typical street in a Piedmont town has a variety of lot sizes. This allows diversity of dwelling sizes and a range of prices. Small frontage dimensions preserve the aesthetics, walkability and spatial character of the streets. The smaller lots make it possible for inhabitants to live in the center of town to make it a livable, vital, and viable area.

- A variety of lot sizes encourages a diversity of housing types and sizes allowing for a balance of income ranges.

Connected Street Pattern

- Grid pattern streets are typical of historic Piedmont towns. Straight streets provide the shortest and most direct routes to visible destinations. Grid pattern streets should be designed to encourage pedestrian activity within a neighborhood.

- Conversely, curvilinear, cul-de-sac roadway networks promote indirect routes with multiple negative consequences: increased travel distances, gasoline consumption, air pollution, difficult storm water management, and possible destination confusion for emergency response. They also discourage pedestrian and bicycle activities. Curvilinear street systems also tend to load the same principal roads, increasing traffic and the width of those roads.

- New streets should be interconnected in clear, direct and understandable patterns with streets joining at right angles to the maximum extent possible. Dead-end streets that end in a cul-de-sac are strongly discouraged. Winding streets with cul-de-sacs should be appropriate only in response to severe topographical or wetland conditions.

- Where new development borders on open land, expected for future development, rights-of-way should be reserved for those future street connections.

- Multiple routes through a neighborhood also increase access for emergency vehicles without need to create wider faster streets.

On-Street Parking

- Parallel parking should be provided on both sides of major streets, with a parking lane provided on each side.

- On secondary streets diagonal head-in parking can be provided to increase the number of available spaces.

- Adjacent on-street parking may count toward meeting nonresidential parking requirements.

- The parking lane should stop a minimum of 20 feet before an intersection and the sidewalk should widen to reduce the street crossing distance.

- On-street parking should not interrupt the continuity of the sidewalk.

- Cars parked along the street benefit the area by reducing traffic speed and reducing the need for parking lots. On-street parking also encourages pedestrian use of streets and retail areas by dispersing parking and creating a safety buffer between the sidewalk and the street.

Street Section

- Streets within the village center should be no wider than necessary to accommodate private, service, and emergency vehicles and on-street parking. Design criteria should feature low speed operation of all vehicles.

- Major arterial roadways, particularly along shopping areas, should provide two 11-foot driving lanes with 8-foot parking lanes for each driving lane. Side streets and minor roadways may include parallel or diagonal head-in parking along the driving lanes.

- Rights-of-way should include on-street parking along each driving lane, either parallel or diagonal head-in, sidewalks and planting areas, and bike lanes where appropriate.

- Roadway design for slower traffic encourages pedestrian use and the use of the roadway as shared space.

Alleys and Parking Lots

- Parking areas should be linked by alleys or direct off street connections.

- Alleys may serve as back streets or service routes in the village center.

- Alleys enhance access to parking areas situated behind retail and mixed-use structures.

- Alleys ease congestion by allowing service vehicles to perform their tasks off the main flow pattern and increase on-street parking by reducing driveway curb cuts. Parking areas served by alleys also allows smaller frontages and a more continuous street edge.

DEVELOPMENT IMPACTS

New development carries with it many impacts, which, if not properly designed, will stress County services and result in a negative fiscal impact to the community. Village center development should pay for itself in terms of infrastructure needs such as water and sewer service, road improvements, schools, fire and rescue, and law enforcement.

School Impacts

Residential development inevitably impacts our school system and leads to the need for new schools. All development must be fully evaluated as to its likely impact on our schools. New school sites (where appropriate) and money for school construction should be provided as part of any development commensurate with the impact anticipated from that development. School sites within village centers, which would be within walking distance for as many potential students as possible, would be especially appropriate. Phasing requirements are particularly relevant to mitigate the impact upon schools.

Fire and Rescue/Law Enforcement

Village centers, by definition, are intended to concentrate development in a specific location. Inherent is the need for fire and rescue and law enforcement services. Culpeper County relies heavily upon volunteer fire and rescue personnel. As the population of the County grows it will become increasingly necessary to have paid personnel. Equipment upgrades also create a significant expense that will require advance capitalization. An increase in personnel for the Sheriff's Office is warranted commensurate with population increases. These cost issues must be mitigated. Satellite stations for law enforcement may be appropriate and will be required for larger village centers where necessary.

Transportation Issues / Traffic Impacts

Every development proposal is reviewed for traffic impacts. Road improvements which will be necessary are determined in conjunction with Virginia Department of Transportation (VDOT) officials. Design should specifically incorporate village scale roads and streets. All necessary road improvements which are required as a result of new development are expected to be paid for and constructed by the developer. Other transportation issues must also be evaluated. Commuter parking lots will be required for larger village centers. Pedestrian access should be assured. Internal access and

interconnection of roads are strongly encouraged to minimize the need for local traffic to utilize arterial roads, and to preserve the character and viability of the village concept.

Water and Sewer Service

It is the goal of this Plan to have all development within village centers connected to public water and sewer. It is the responsibility of the developer to pay for the cost of any necessary water supply and wastewater processing facilities, line extensions, pump stations, etc. The use of public water and sewer is far more desirable than the use of individual wells and septic systems in terms of protecting the environment. The Master Water and Sewer Plan addresses groundwater supply, however, more detailed studies resulting in assurances that the adequate water is available must be required in advance of any development.

Fiscal Impacts

Every significant development proposal must include a fiscal impact study. Revenue positive results will be required to the extent possible for village development. While commercial development generally results in positive revenue for the County, residential development generally does not pay for itself. Projects which include a mix of uses and which provide incentives and mitigation measures which ensure that the development "pays for itself" will be the standard. All plans should be reviewed by the County to determine degree of validity; compatibility with other fiscal planning; and the links between the village, commercial development, and population migration resulting from new jobs.

Environmental Impacts

Protection of the environment is of the utmost importance in evaluating any development proposal. Physical features such as floodplain, steep slopes, streams and rivers, etc. must be buffered and protected. Other environmental concerns include outdoor lighting impacts, tree preservation, storm water runoff, and soil erosion.

VILLAGE CENTER PLANS

The following village center plans are intended to be utilized as a guide for the development of each village center. The plans should not be construed to imply that water and sewer or other services will necessarily become available within the Potential Service Area boundaries. Land use types and patterns may also vary as long as the integrity of the village center concept is maintained. The concepts for village centers which are detailed above are especially important in the center of each village.

CLEVENGERS CORNER

Clevenger's Corner is generally defined as the intersection of Primary Routes 229 and 211. The area has experienced significant growth pressures over the last decade. This demand for residential development in an area which is commutable to Northern Virginia is exemplified by South Wales, which to date is the largest single-family development in the County. The failure to recognize this pressure for growth will result in haphazard, sprawling development which will utilize more valuable farmland and clutter secondary roads. Proper planning and concentration of development in a clearly defined area will do a far better job of preserving the rural character of the County. The following are standards and issues which are intended to guide the County in reviewing and considering development proposals in the Clevenger's Corner area.

General Guidelines/Proposed Land Use Plan

- **Total Service Area -- Approximately 1,900 Acres**
    1. Village Center target population at build out (2025 and beyond): 4,000
    2. Maximum Sewage Treatment Capacity: 600,000 gpd
    3. Maximum Water Usage: 600,000 gpd
    4. 50% Public Open Space/Recreation
    5. 4% Commercial/Office/Employment
    6. 46% Residential

- **Access:**
  Clevengers Corner is focused at the intersection of two primary roads, Route 229 and Route 211. This area has been addressed in the Transportation Chapter (Chapter 8) of this Plan. Development occurring in the Clevenger's Corner Village Center must address the following issues:

    - The four-laning of Route 229 between Routes 621 and 211 must be contemplated. If construction of this improvement is warranted based upon traffic projections, the cost of construction shall be the responsibility of the developer(s). At a minimum, any development proposal adjacent to Route 229 must include reservation of right-of-way for the future four-laning of the road.
    - Route 211 is currently a four lane divided highway. The focus of the Clevenger's Corner village is clearly south of Route 211. Route 211 should act as a bypass to the village, and while a traffic signal at Route 229 is required, Route 211 should be preserved in order to move traffic.

Route 229, even if four-laned, will necessarily pass through the center of the village and should be designed as such. The focus of the village should be at the intersection of Route 229 and a new "Main Street" south of Route 211. The development of the area north of Route 211 should be limited primarily to existing zoning, but the area should be within the water and sewer service area.

- Access points onto Route 229 and 211 should be minimized in order to reduce traffic congestion.
- Grade separation of Routes 229 and 211 is not desired, and as a result it is likely that one or more traffic signals will be warranted as development occurs. The cost of signals should be the responsibility of the developer(s).
- Route 211 should be bordered by a treed buffer to minimize the visual impact of development.
- No development proposal should be advanced unless all traffic issues have been addressed satisfactorily.
- Due to the commuter viability of the Clevenger's Corner Village Center, commuter parking lots should be provided in a convenient, but not visually obtrusive location.
- Interconnection of roads in developments is crucial. By linking residential development with commercial areas internally, local traffic can avoid having to access the arterial roads, Routes 229 and 211.
- Pedestrian friendly development is desired. Sidewalks are strongly encouraged. The community of Clevengers Corner should be walkable to a high degree. Clearly, it would be inadvisable to encourage pedestrian crossing of arterial highways, nevertheless, pedestrian traffic should be a consideration with any development proposal.

- **Public Open Space/Recreation:**
  Clevenger's Corner is anticipated to be one of the largest village centers in the County. As such, it will be important to have a significant amount of open space in order to retain the rural character that is desired as opposed to a more urban atmosphere. The village of Clevenger's Corner should maintain at least 50% of the area as public open space and recreation. Public open space/recreation areas may include large contiguous open spaces with walking trail, environmentally sensitive areas, parks and playgrounds, community greens, etc. Golf courses would also be appropriate components contributing to the open space/recreation component. Roads are not considered to be open space. Required yards and setbacks also would <u>not</u> be included in calculating the amount of open space.

- **Historic Resources:**
  The Clevenger's Corner area includes several historic resources that must be protected. Directly within the proposed boundary of the village center, east of Route 229, is a home known as Rosedale that is recognized as an historic site of prime importance to Culpeper County according to the adopted Culpeper County Historic Sites Inventory. Additionally, there are significant road beds and cemeteries which relate to the County's early history. There are several historic sites outside of the proposed village boundary that must be protected. These

include several structures at Waterloo, Rose Hill, and the village of Jeffersonton as delineated in Chapter 9 of this plan. Jeffersonton contains numerous sites identified in the Historic Sites Inventory, and preservation of this area and its character is important. The Jeffersonton Baptist Church is listed as a site with the potential to be listed on the National Historic Register, and several other buildings are of prime local importance. It is desirable to maintain a Jeffersonton Post Office in order to preserve the identity of this historic community.

- **Soils:**
  This area has a minimal amount of prime agricultural soil within the proposed service area. Soil types appear to be adequate for construction with minimal concern related to shrink-swell potential. There are considerable amounts of prime agricultural land in the vicinity; however, this land should be protected by restricting the water and sewer service boundary to the most appropriate area.

- **Water and Sewer:**
  A regional public sewage treatment facility is essential to the development of Clevengers Corner. Such a facility is envisioned in the Culpeper County Master Water and Sewer Plan that was re-adopted in 1999. There is an existing state approved discharge permit for a treatment plant with a capacity of up to 856,800 gallons per day that is more than adequate to serve the entire Clevengers Corner Village Center. The 856,800 gallon per day capacity is well in excess of the capacity required to serve development of the village center as envisioned in this Plan. A publicly owned facility will be essential in order to realize the goals of this Plan, and such a facility should be pursued, regardless of whether or not the existing discharge permit can be utilized for this purpose. The existing discharge permit is privately held and owned and may not ultimately be the basis upon which a regional public facility is formed and operated.

  Water for the village center should be supplied by a publicly owned groundwater well system with elevated storage. This is also addressed in the Master Water and Sewer Plan. The Plan suggests that groundwater is adequate to provide up to 600,000 gallons per day. More detailed groundwater studies and assurances of adequate water supply must be a prerequisite of any development. Water supply concerns will most likely be a major factor in determining the appropriate amount of development for the area.

- **Mixed Use:**
  As noted in the Village Center Concepts section of this Plan, a mixture of land uses is encouraged. Office space and even residential uses should be located above retail uses within commercial areas.

- **Density/Population:**
  As a proposed village center, it is anticipated that some fairly dense development, possibly including multi-family development will occur. Some areas of high-density development are desirable in order to provide a variety of housing types. It is expected, however, that high-density development will result in open space around such development. The Clevengers Corner Development Density map indicates some projected density caps. These are intended to

address the overall density of an area, and not the maximum density of a certain housing type, which might occur in that area. Additionally, these caps are intended to act as a guideline and may be adjusted upward or downward depending upon the overall impact of a development and its responsiveness to this Village Center Plan. The Clevenger's Corner Village Center Plan indicates bands of ever increasing minimum lot sizes on a large land area outside of the village center core. These bands are intended to establish the concept that while this land area may be developed, it is outside of the proposed water and sewer service area boundary and should serve as a transitional area. Such a transition will insure that village center development will not be permitted to encroach upon agricultural land to the south of the village center. The following is a summary of the potential build out of the Clevengers Corner Village Center as proposed.

Projected Total residential dwelling units:

A. North of Route 211: 250 Units
B. South of 211, West of 229: 500 Units
C. South of 211, East of 229: 750 Units

Projected total Population: 1500 units @ 2.68 people per household = 4,020

Population projections in the Master Water and Sewer Plan suggested a population of 4,000 persons for the Clevengers Corner area . Based upon the Village Center Plan presented here, which is intended to guide development to the year 2025, the total population is projected to be 4,020 persons. In an effort to maintain a manageable growth rate for which we can provide services, education, and infrastructure, it is suggested that the maximum number of new dwelling units per year be limited to 100 to 150, or at a rate commensurate with school and infrastructure capacity, whichever is greater.

BRANDY STATION / ELKWOOD

Brandy Station / Elkwood covers a significant area along Route 15 / 29 north and east of the town of Culpeper. The location of the Airport and the Culpeper Industrial Airpark, the availability of water and sewer service, and excellent access to Route 15 / 29, make the Elkwood area an ideal location for commercial and industrial development. The Elkwood area is projected to be a major commerce center in the County, with a large concentration of employment. The Brandy Station area contains a few commercial service businesses, but lends itself equally to residential development which would be complementary to the Elkwood employment area. Brandy Station is in need of public water and sewer service. It is also bisected by the railroad and could serve as an attractive location for a future rail station.

Brandy Station/Elkwood

- **General Guidelines / Proposed Land Use Plan**
  Total Service Area -- Approximately 3,195 Acres
  1. Village Center target population at build out (2025 and beyond): 1,500
  2. 22% Open Space / Recreation / Agricultural
  3. 44% Commercial / Industrial / Employment
  4. 7 % Airport
  5. 27% Residential

  NOTE: The percentages above reflect the actual areas as indicated on the Brandy Station/Elkwood Land Use Plan. Substantial open space areas should be incorporated into all development plans.

- **Access:**
  Route 15/29 provides excellent access to the Brandy Station/Elkwood area. Route 15/29 itself is a limited access facility which must be protected, and as such, careful secondary road access planning will be necessary. The Elkwood industrial area is addressed in the Transportation Chapter (Chapter 8) of this Plan.

- **Soils:**
  This area has a significant amount of prime agricultural soils. Some of these are found in the area indicated as open space/agriculture. Prime agricultural soils to the north of the village center should not be encroached upon. Soils located in the residential portion of the village center have very high shrink-swell potential, thus residential development may require additional engineering considerations.

- **Historic Significance:**
  The Brandy Station/Elkwood village center includes some of the most significant historic resources in the County which should be respected and preserved. This issue is addressed in Chapter 9 of this Plan.

- **Water and Sewer**

  It is anticipated that water and sewer service for the Brandy Station/Elkwood village center will be provided by publicly-owned facilities in Elkwood. An existing plant serving the Airport/Airpark area will most likely be replaced by a new plant on Hubbard Run with a capacity of up to one million gallons per day. Service of the Brandy Station area could conceivably be provided from the other direction, extending facilities from Inlet, but that could promote undesirable strip development, and is not anticipated. Alternatively, the development of the "Mount Dumplin" wastewater treatment plant which has been permitted by the state could provide service in Brandy Station.

  The Master Water and Sewer Plan projected a total wastewater flow projection of 1.1 million gallons per day. This projection was based upon a population estimate of 3,000 and included a 1,575 acre industrial area which has since been rezoned and is being held for preservation purposes, thus the wastewater needs most likely will be reduced.

  Studies performed as part of the Master Water and Sewer Plan indicates that groundwater wells could provide water supply demands of up to two million gallons per day.

- **Density/Population:**

  Brandy Station/Elkwood is envisioned as an area of commerce. The majority of development is intended to be commercial/industrial. The residential component is focused at Brandy Station, south of Route 29. The residential density in this area is projected to be 0.66 unit/acre, overall. The following is a summary of the potential build-out of the Brandy Station/Elkwood Village Center as proposed.

  Projected Total residential dwelling units: @ 400 gallons/day/unit
  565 units / 226,000 gpd

  Projected Total Commercial Acreage: @ 300 gallons/day/acre
  218 acres / 66,000 gpd

  Projected Total Industrial Acreage (including Airport) @ 200 gallons/day/acre
  1,183 acres/ 237,000 gpd

  Projected Total Sewage Treatment: 529,000 gpd

  NOTE: Because of the unpredictability of capacity demands from industrial development, the figure above could vary significantly.

  Projected Total Population: 565 units @ 2.68 people per household = 1,515

Stevensburg

Stevensburg is located directly along Route 3 approximately five miles east of the Town of Culpeper. Stevensburg is identified as a village center for several reasons. It is convenient to Fredericksburg and to Interstate 95, which are directly connected to Stevensburg via Route 3. The location of Mountain Run provides for potential development of a wastewater treatment system for the village. Due to the large land area encompassed by the Stevensburg Magisterial District, a neighborhood school in this village would shorten the bus ride for children living in the southeastern portion of Culpeper County. Stevensburg, as currently planned, would be the smallest of the village centers identified in this chapter.

General Guidelines / Proposed Land Use Plan:

- **Total Service Area -- Approximately 625 Acres**

    1. 8% Commercial
    2. 92% Residential

    NOTE: The percentages above reflect the actual areas as indicated on the Stevensburg Land Use Plan. Substantial open space areas should be incorporated into all development plans.

- **Access:**
  Stevensburg is defined by Route 3 at its intersection with Route 663. Route 3 is planned for four laning within six to eight years. A bypass around the heart of Stevensburg is planned which will significantly impact the development pattern within the village center. Right-of-way for a future interchange should be preserved.

- **Soils:**
  The area has a significant amount of prime agricultural soils. It is for this reason that the size of the village center should be limited to the extent possible.
  Shrink-swell potential is low to moderate.

- **Water and Sewer:**
  A sewage treatment facility will be needed to serve the Stevensburg Village Center. Such a facility could be located on Mountain Run, north of Route 3, which is where the development in the area is most appropriate.

  Water for the village center should be supplied by a publicly owned groundwater well system with elevated storage as necessary. Both sewer and water needs for Stevensburg are addressed in the Master Water and Sewer Plan.

- **Density/Population:**
  Stevensburg is not envisioned as a growth area of the magnitude of Clevengers Corner. It is anticipated however that development along Route 3 in Spotsylvania County will continue to migrate toward Culpeper. Stevensburg may also be an appropriate location for an elementary school to serve students throughout the

southeastern portion of Culpeper County. Location of a school could provide the impetus for construction of a sewage treatment facility.

In order to contain development in Stevensburg to a relatively small geographic area, it is suggested that the density permitted be relatively high. The following is a summary of the potential build-out of the Stevensburg Village Center as proposed.

Projected Total residential dwelling units: @ 400 gallons/day/unit

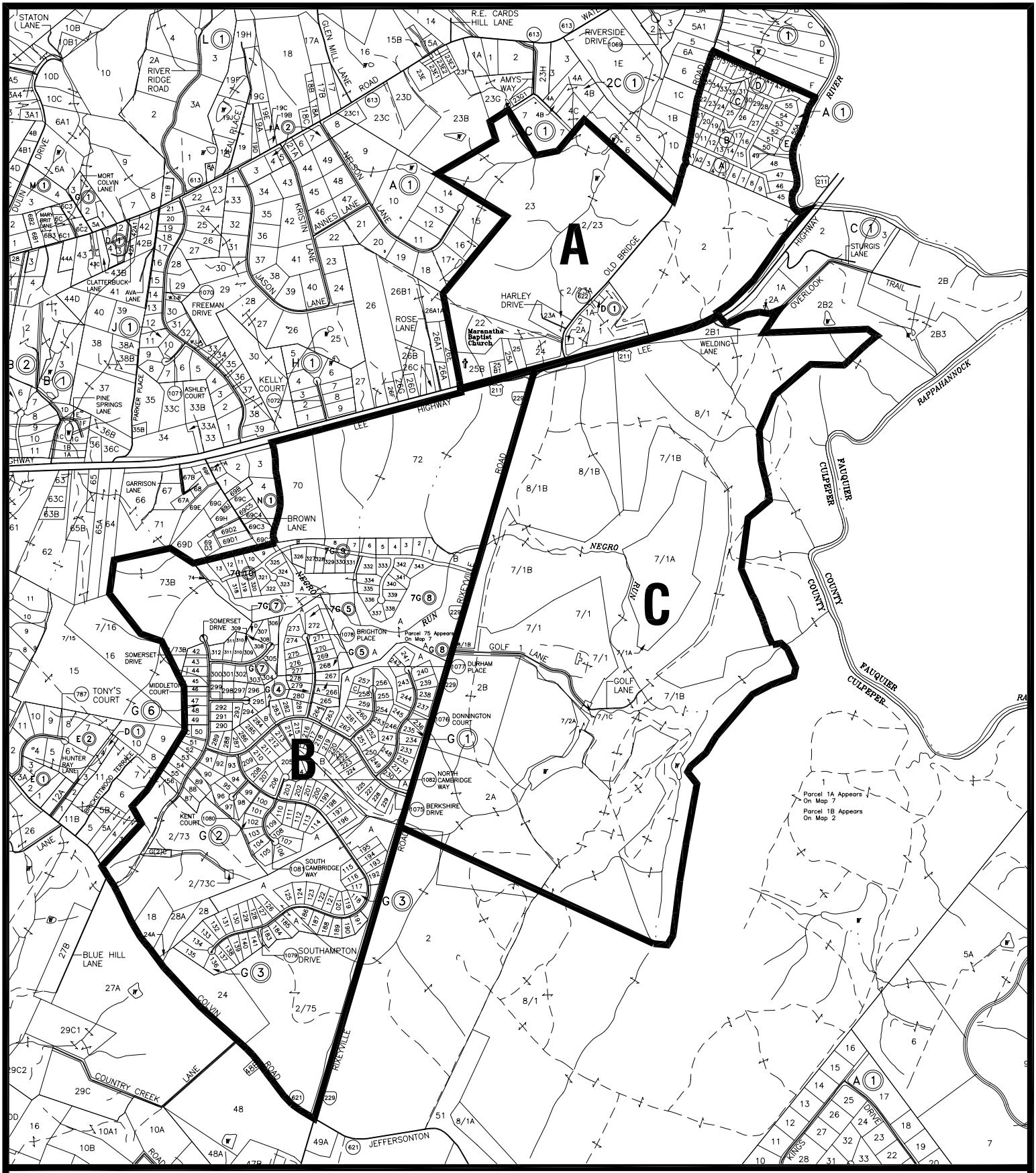
574 Acres / 1.0 units per acre = 574 units / 229,600 gpd

Projected Total commercial acreage: @ 300 gallons/day/acre

51 acres / 15,300 gpd

Projected Total Sewage Treatment: 244,900 gpd

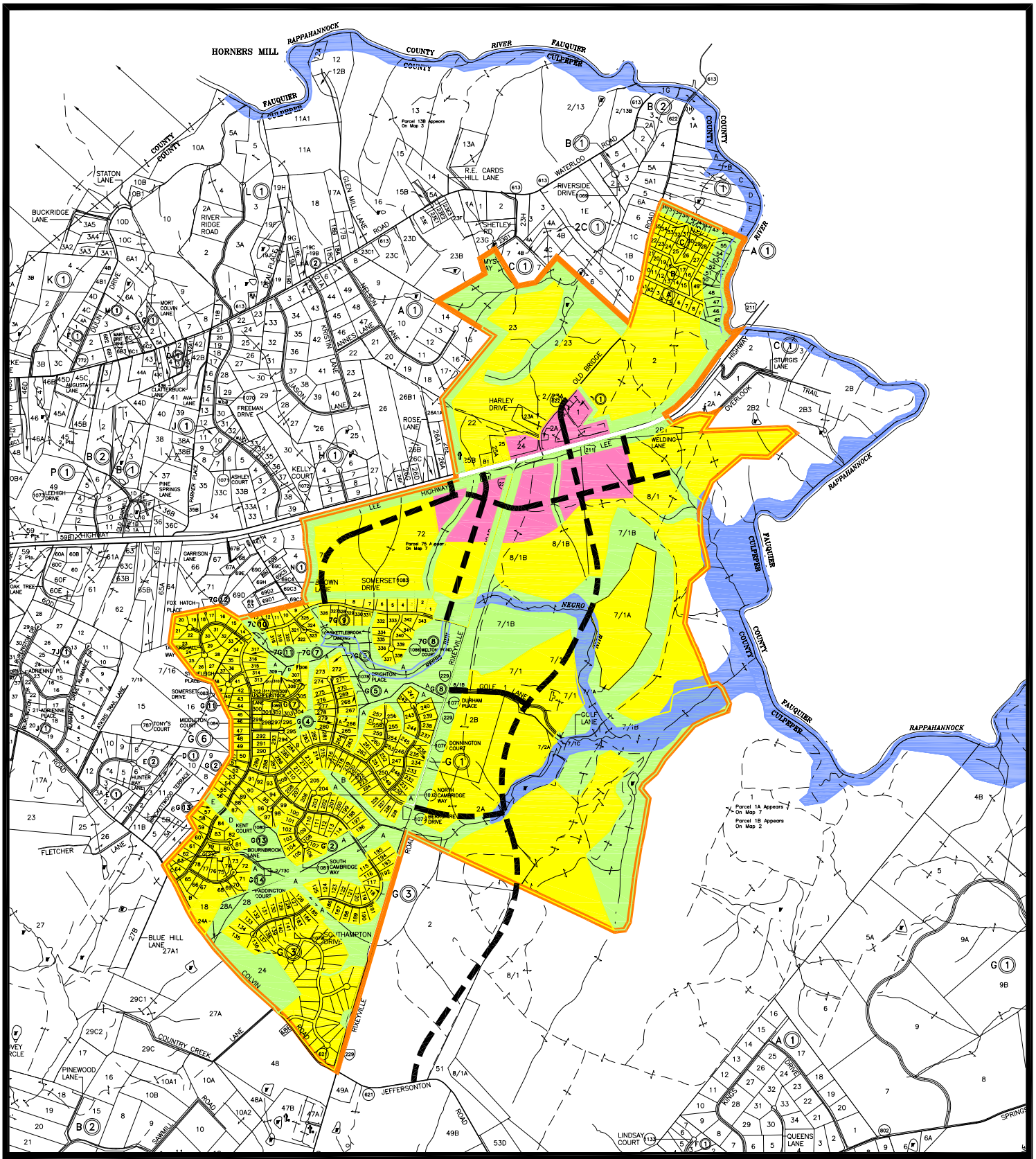
Projected Total Population: 574 units @ 2.68 people per household = 1,540



12A.1: CLEVENGER'S CORNER DEVELOPMENT DENSITY

A) 250 UNITS
B) 500 UNITS
C) 750 UNITS

NORTH

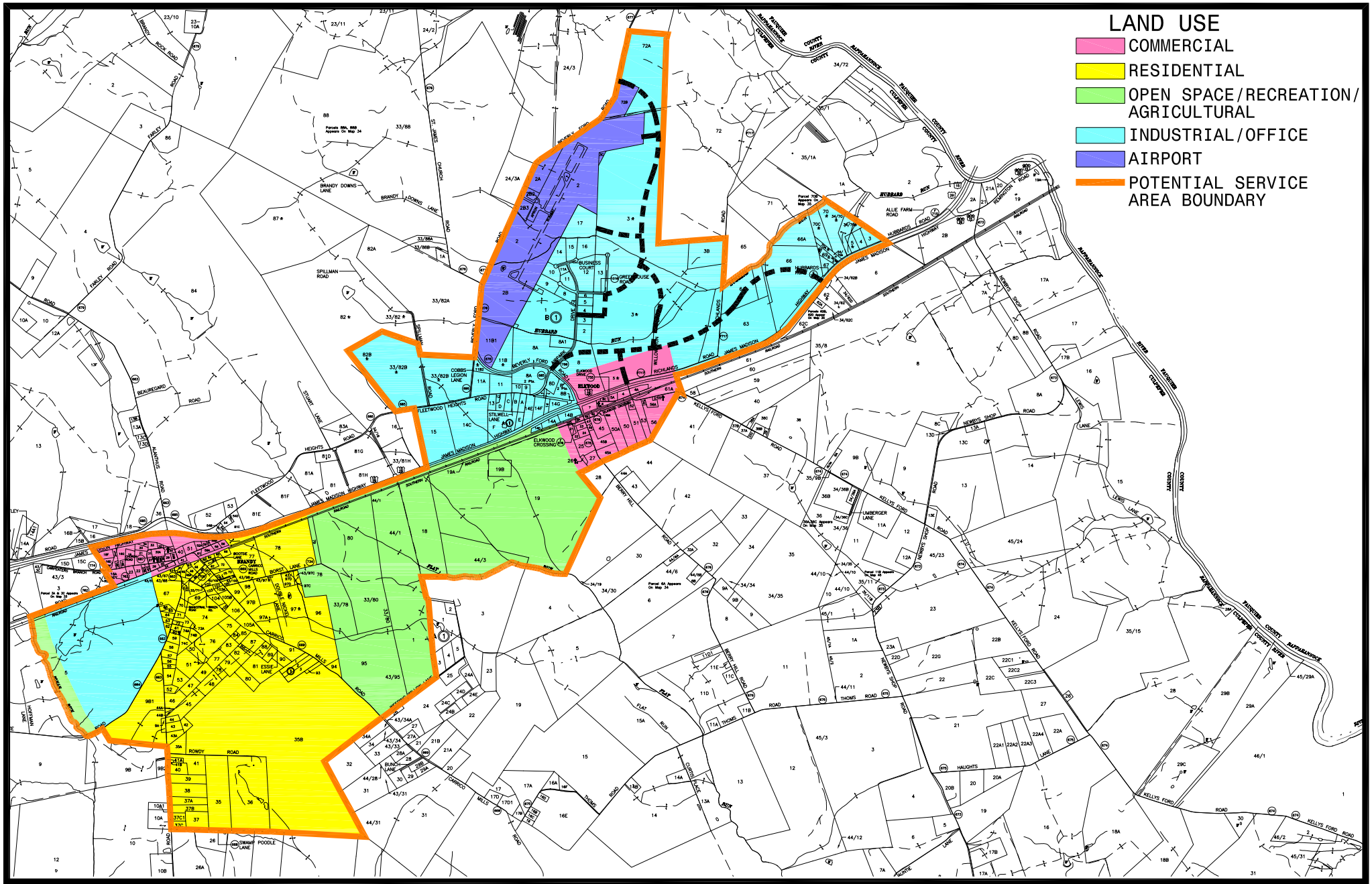


12A.2: CLEVENGER'S CORNER VILLAGE CENTER PLAN

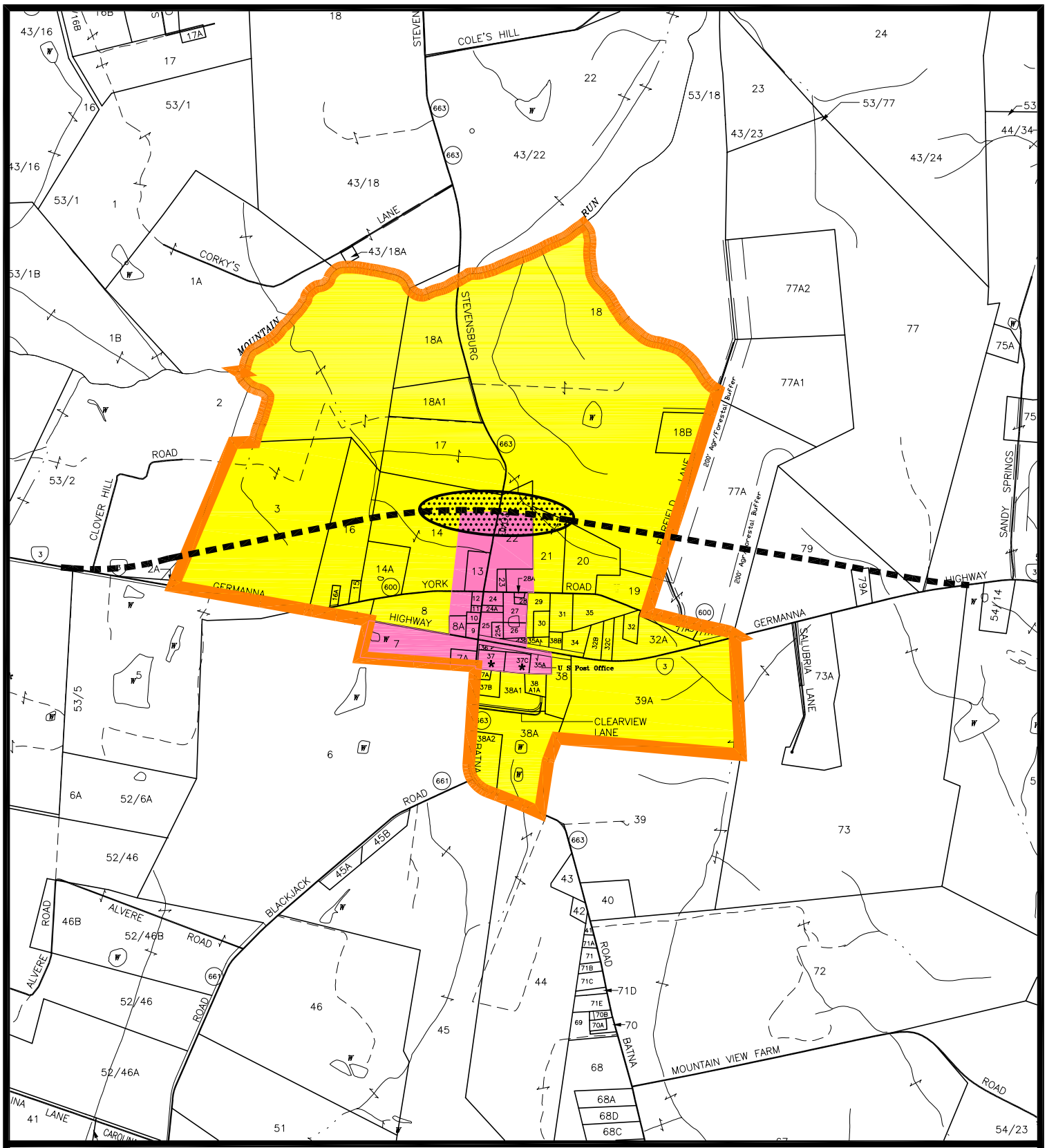
LAND USE

- COMMERCIAL/OFFICE/ EMPLOYMENT
- RESIDENTIAL
- OPEN SPACE/RECREATION
- POTENTIAL SERVICE AREA BOUNDARY
- APPROX. LOCATION 100 YEAR FLOOD PLAIN

NORTH



12A.3: BRANDY STATION/ELKWOOD VILLAGE CENTER PLAN



12A.4: STEVENSBURG VILLAGE CENTER PLAN

LAND USE

COMMERCIAL

RESIDENTIAL

POTENTIAL SERVICE AREA BOUNDARY

FUTURE INTERCHANGE

NORTH